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IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. **(Currently Amended)** A combustion chamber for a two-cycle engine comprising:

a first zone having an axis of symmetry generally aligned with a cylinder bore;

a second zone having an axis of symmetry generally aligned with a fuel spray projection from a fuel injector; [[and]]

an opening formed in the second zone and configured to receive a spark plug having a tip intersecting the fuel spray projection; and

wherein the axis of symmetry of the second zone is skewed and offset from the axis of symmetry of the first zone.

2. **(Original)** The combustion chamber of claim 1 wherein a cross-section of the first zone has a generally triangular shape.

3. **(Original)** The combustion chamber of claim 2 wherein two ends of the generally triangular shape intersect a squish zone of the combustion chamber.

4. **(Original)** The combustion chamber of claim 1 wherein a portion of the second zone intersects a squish zone of the combustion chamber.

5. **(Original)** The combustion chamber of claim 1 wherein the first zone has a cross-section that is generally trapezoidal.

6. **(Original)** The combustion chamber of claim 5 wherein the first zone isolates the second zone from contact with a squish zone of the combustion chamber.

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7. **(Original)** The combustion chamber of claim 1 wherein the second zone has a cross-sectional shape that substantially follows a cross-sectional shape of the fuel spray.

8. **(Canceled)**

9. **(Original)** The combustion chamber of claim 1 wherein the fuel spray pattern is equidistant from each side wall of the second zone.

10. **(Original)** The combustion chamber of claim 1 incorporated into an internal combustion engine of a recreational product.

11. **(Original)** An engine comprising:

a block having at least one piston reciprocally disposed in a cylinder;

a cylinder head attached to the block over the at least one piston and cylinder;

the cylinder head having a combustion chamber aligned with the cylinder defining a squish zone between the piston and cylinder head, the combustion chamber having:

a lower portion having a cross-sectional shape that is asymmetric about a central axis of the cylinder; and

an upper portion positioned generally coaxially about a fuel spray pattern and having a first side configured to receive a spark plug therein and a second side in contact with the lower portion.

12. **(Original)** The engine of claim 11 wherein an intersection of the upper portion and the lower portion forms a circular shape.

13. **(Original)** The engine of claim 11 wherein a portion of the upper portion contacts the squish zone.

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14. **(Original)** The engine of claim 13 wherein the lower portion has a generally triangular cross-section.

15. **(Original)** The engine of claim 11 wherein the lower portion separates the upper portion from the squish zone.

16. **(Original)** The engine of claim 14 wherein the generally triangular cross-section of the lower portion has one side that is in contact with the squish zone.

17. **(Original)** The engine of claim 15 wherein the lower portion has a trapezoidal cross-section.

18. **(Original)** The engine of claim 11 wherein a perimeter of the piston is concentric about a perimeter of the lower portion.

19. **(Original)** The engine of claim 11 wherein a portion of the fuel spray pattern extends through the lower portion before passing a perimeter of the lower portion.

20. **(Original)** The engine of claim 11 further comprising a spark plug opening extending into the upper portion to receive a spark plug therein having a tip that intersects the fuel spray pattern.

21. **(Original)** The engine of claim 11 further comprising a fuel injector in fluid communication with the combustion chamber.

22. **(Original)** The engine of claim 11 incorporated into at least one of a snowmobile, a lawn/garden equipment, an ATV, a moped, and an outboard motor.

23. **(Original)** A combustion chamber comprising:

a first recess formed in a cylinder head and having an angle of penetration of less than 90 degrees from a horizontal as determined from an intake side of a cylinder;
and

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a second recess interconnected with the first recess and having an angle of penetration greater than 90 degrees from the horizontal as determined from the intake side of the cylinder.

24. (Original) The combustion chamber of claim 23 wherein the angle of penetration of the second recess is generally coaxial to an angle of discharge of a fuel injector.

25. (Original) The combustion chamber of claim 23 wherein the angle of penetration of the first recess is approximately half the angle of penetration of the second recess.

26. (Original) The combustion chamber of claim 23 wherein the first recess is generally centered in the combustion chamber.

27. (Original) The combustion chamber of claim 23 wherein the second recess is offset from a center of the combustion chamber.

28. (Original) The combustion chamber of claim 23 wherein a portion of the second recess contacts a squish zone.

29. (Original) The combustion chamber of claim 23 wherein the first recess has a triangular cross-section with two points in contact with a squish zone.

30. (Original) The combustion chamber of claim 23 incorporated into an internal combustion engine which is configured to power at least one of a watercraft, an ATV, a moped, a snowmobile, and a lawn/garden equipment.

31. – 34. (Canceled)

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